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YUGOSLAV RAILROADS EXCEED 1947 AND 1948 PLANS

RAIL TRANSPORT IN 1948 -- Borba, No 14, 17 Jan 49

Yugoslav railroads exceed their 1947 plan by 30 percent and their 1948 plan by 26 percent: 154,560,000 passengers, or three times as many as in 1938, were carried last year. The freight plan was fulfilled 103.5 percent, on the basis of the transport of 79 percent more freight than in 1938.

From 1946 through 1948, over 1,040 kilometers of new railroad were built, or only 80 kilometers less than the total length of all lines built in Yugoslavia before the war. A large number of locomotives and railroad cars have been repaired or built. Nevertheless, the growth of the railroads has not kept pace with the needs of the national economy.

The railroad transport plan for 1949 is 35 percent greater than the 1948 plan. Mechanization of loading, unloading, and reloading will be increased. Industrial track will be built at such places as Kakanj, Breza, and Zelaznik to connect mines, factories, and other installations with the main standard-gauge lines. Work will be continued on 516 kilometers of single and double track now under construction.

Many of the problems of the railroads could have been solved except for the failure of Czechoslovakia and Poland, in accordance with the Cominform Resolution, to deliver rails and other essential materials.

Many improvements can be made in organizational efficiency and planning. Millions of hours were wasted in 1948 because of lateness of trains, lateness of workers, cars returning empty, idle cars; slow loading, unloading, and reloading; poor planning, and other faults.

More use should be made of inland water transport, especially for coal, wood, and building materials, to relieve the burden on the railroads.

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CROATIAN RAILROADS IN 1945 -- Borba, No 23, 27 Jan 49

On the day of liberation [in 1945], only 440 of the 2,647 kilometers of railroad in Croatia were fit for service. Forty-five percent of the track in stations, 10,488 meters of bridges, all the water stations, 234 station buildings, and 2,568 other buildings had been destroyed. Fifty-two locomotives and 3,500 cars were lying beside the track.

By the end of 1945, trains were running on all lines in Croatia, except across the Lika. Two hundred twenty-one locomotives and 2,755 passenger and freight cars had been repaired. In October 1945, more passengers were carried than during the same month of 1939. By 1 May 1946, a new line had been opened between Zagreb and Split. By January 1946, 65 percent of the telegraph-telephone lines had been restored. Five percent more passenger and 40 percent more freight cars had been repaired than in 1939.

NEW RAILROAD MAIL CARS -- Borba, No 17, 20 Jan 49

Six new railroad mail cars have been put into service at Smederevska Palanka. The cars, of steel construction, were manufactured at the "Jasenica" Factory of Yugoslav materials. They were designed by Stevan Markovic and Dragoslav Jovanovic, Yugoslav engineers. The first car, built in September 1948, was the first all-steel long-type mail car to be made in Yugoslavia. While its predecessors were crowded and uncomfortable, these are among the longest in Europe, and are easily maintained, safe, spacious and convenient. The interior is entirely new. The exterior is streamlined so that air resistance is decreased about 25 percent and speed increased 12-13 percent.

Whereas in the old mail cars the trucks carried most of the weight, in the new ones the weight of the load is distributed over the entire structure. The new cars take curves easily, and the trucks are of much lighter construction and have a shorter wheel base, which is a great advantage in case of a collision.

Jovanovic and Markovic also won first and second prizes in a contest, sponsored by the Ministry of Transportation for designing a long-type steel passenger car. The "Jasenica" Factory began production of the prototype of this car in January. It will be the most modern type of passenger car in Europe.

BLOCK SIGNAL PRODUCTION -- Borba, No 20, 24 Jan 49

Modern electrodynamic block-signal equipment, made in Yugoslavia, has been put into service at the Sevnica station on the Zagreb-Ljubljana railroad line. The equipment was designed and manufactured at the block-signal workshop at Crveni Krst, near Nis [in Serbia]. It was made and installed in only 46 days.

Signal bells produced by the same workshop will entirely replace the obsolete and impractical equipment now in use on Yugoslav railroads.

Clocks for railroad stations are now being mass-produced from Yugoslav materials at this workshop.

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TRAINS LATE -- Borba, No 23, 27 Jan 49

In December 1948, the total delay of trains in the Zagreb area averaged 20 hours per day for passenger trains and about 100 hours for freight trains. On 1 January, passenger train delay totaled 7 hours; freight trains, about 30 hours. Delay had progressively decreased on 10 and 20 January.

At the main railroad station in Zagreb, a train arrives or leaves every 6-minutes. Every half minute a locomotive or car starts.

CARGO SHIP REPAIRED -- Borba, No 17, 20 Feb 49

Split -- The ship Hrvatska (Croatia), now under repair at the "Vicko Krstulovic" Shipyard, will soon be ready for service. It has been transformed from a freighter into a combination cargo-passenger ship, and will accommodate 17 passengers. An infirmary and a salon have been added in the space between decks, and comfortable and hygienic quarters for the crew have been built in the stern.

The Hrvatska was built in the US in 1945. In the spring of 1947 it struck a mine in the Adriatic, which tore a hole of about 60 square meters in the ship and rendered it unfit for service. The Yugoslav government bought it and turned it over to the "Vicko Krstulovic" Shipyard for repair.

Although electric welding on the hull of a ship had never been done in Yugoslavia before, the shipyard workers successfully welded the Hrvatska, straightened the keel from the inside by means of a hydraulic press, dismantled the axle of the propeller, repaired the turbines, and installed new boilers.

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